

Front  
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C1  
Cont

a front cable strand having a first and second ends, the first end attached to the brake actuation lever, and the second end engaging the shear member on the connector clip;

a first rear cable strand having a first end and a second end, the first end attached to the second end of the connector clip and the second end attached to the brake assembly; and

tensioner means attached in a tension force transmitting relationship with the front cable strand and the first rear cable strand, creating a continuous connection from the brake actuation lever to the brake assembly;

wherein applying tension to the front and first rear cable strands by the tensioner means creates at least the shear failure force to cause the second end of the front cable strand to break the shear member and move to the first end of the connector clip, and maintain the continuous connection from the brake actuation lever to the brake assembly.

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22. (Amended) A park brake cable system as defined in claim 1 wherein said connector clip includes a main body having an interior cavity, and open first and second ends, and wherein at least a portion of the shear member extends across a portion of the interior cavity.

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23. <sup>6</sup> (Amended) A park brake cable system as defined in claim <sup>5</sup> 22 wherein said at least a portion of the shear member is a tab.

24. <sup>7</sup> (Amended) A park brake cable system as defined in claim <sup>6</sup> 23 wherein the tab includes a stress riser.

25. <sup>8</sup> (Amended) A park brake cable system as defined in claim <sup>6</sup> 23 wherein said tab has a front face and a rear face, the front face (i) facing said first end of the first rear cable strand and (ii) having a stress riser disposed thereon, and the rear face being opposite said front face.

26. <sup>9</sup> (Amended) A park brake cable system as defined in claim <sup>6</sup> 23 wherein said tab has a front face and a rear face, the rear face (i) facing away from said first end of the first rear cable strand and (ii) having a stress riser disposed thereon, and the front face being opposite said rear face.

27. <sup>10</sup> (Amended) A park brake cable system as defined in claim <sup>5</sup> 22 wherein:

said shear member has a partially cylindrical body and said at least a portion of the shear member defines a tab extending orthogonally inwardly;

said main body of the connector clip defines an outer surface and includes an aperture formed through said main body from said outer surface to said interior cavity; and

said partially cylindrical body of the shear member mounts on said outer surface and said tab extends through said aperture to extend across at least a portion of the interior cavity.

28. <sup>11</sup> (Amended) A park brake cable system as defined in claim <sup>5</sup> 22 wherein:

the shear member and the connector clip are integrally formed;

said main body is a generally cylindrical body defining a bore therethrough and having an interior side wall; and

said at least a portion of the shear member comprises a shear disk, the shear disk being attached to said interior side wall and extending across said bore.

Please add the following new claims:

3. <sup>18</sup> 35. (New) A park brake cable system as defined in claim 1 wherein said connector clip comprises an elongated body defining an interior cavity and having first and second ends.

<sup>19</sup> 36. (New) The park brake cable system of claim 35, wherein the first and second ends of the connector clip are open.

<sup>23</sup> 37. (New) The park brake cable system of claim <sup>18</sup> 35, wherein at least a portion of the shear member extends into interior cavity.

<sup>24</sup> 38. (New) The park brake cable system of claim <sup>23</sup> 37, wherein the portion of the shear member comprises a tab.

<sup>20</sup> 39. (New) The park brake cable system of claim <sup>19</sup> 36, wherein the second end of the front cable strand and the first end of the first rear cable strand have beads attached thereto, and

wherein a width of each bead is greater than a diameter of the respective front or first rear cable strand to which the bead is attached.

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*20*  
40. (New) The park brake cable system of claim 39, wherein the elongated body includes a slot, the slot (i) extending longitudinally from the first end to the second end of the elongated body, (ii) having a first width proximate either of the first and second ends that is less than the width of the beads, and (iii) having a second width proximate a central portion of the elongated body that is greater than the width of the beads.

*22*  
*20*  
41. (New) The park brake cable system of claim 39, wherein the elongated body is crimped inwardly proximate at least one of the first and second ends to form an abutment surface against which one of the beads is engaged.

*3*  
*21*  
42. (New) The park brake assembly of claim 2, wherein the first tension force is generally between 160 and 250 pounds.

*4*  
43. (New) The park brake assembly of claim 2, wherein the second tension force is generally between 90 and 130 pounds.

*25*  
44. (New) The park brake assembly of claim 1, wherein the distance the second end of the of the front cable strand moves is approximately 13-25 millimeters.--

## REMARKS

Independent claim 1 was allowed in a Notice of Allowability mailed on 25 October 2001 along with pending dependant claims 2-5 and 22-34. A CPA and Preliminary Amendment is being filed to clarify the claims, and in no way affects their patentability and thus the Examiner's earlier Notice of Allowability.

Claim 1 has been amended herein only to add the word "first" as an identifier for the "rear cable strand" element to differentiate the rear cable strand identified in claim 1 from a "second rear cable strand" specified in dependant claim 32. The amendment of claim 1 does not